श्री बालकवि बैरागी: सर, मैं, माननीय मंत्री महोदय से आपके माध्यम से यह कहना चाहता हूं कि आपने उत्तर दिया है कि 10 करोड़ रुपए इसके लिए रखे हैं। आप यह दसवीं पंचवर्षीय योजना का आंकड़ा दे रहे हैं। तो मेरी यह निश्चित मान्यता है कि....(व्यवधान)

श्री सभापति: आप क्वेश्चन करिए मान्यता मत बोलिए, ताकि दूसरे क्वेश्चन आ जाएं। यह आपके हैं मेरे नहीं हैं।

श्री बालकवि बैरागी: क्या आप इसी पंचवर्षीय योजना के शेष वर्षों में इस राशि को और बढ़ा करके सारे प्रदेशों के मुख्य मंत्रियों को बुल करके इसके महत्व को, लाइब्रेरी के महत्व को और इसके डिजिटीकरण से संबंधित सारे मामलों को, रिकार्ड के इकट्ठा करने के बारे में कोई विचार-विमर्श या संगोष्ठी करने का ध्यान रखते हैं? यह मेरा बहुत सीधा सा सवाल है।

श्री जगमोहन: मैंने बताया कि लाइब्रेरी स्टेट सब्जेक्ट है। इस समय पैसा इतना प्रोवाइड किया गया है। Mid-term appraisal of the Tenth Plan --के वक्त इसको कंसीडर करेंगे। अगर यह ज्यादा सक्सजफुल प्रोग्राम होता है तो नेचुरली प्लानिंग कमीशन से रिक्वेस्ट की गई है वह उसको कंसीडर करेंगे at the time of mid-term appraisal of the Tenth Plan और स्टेट के बजट में वे पैसा एलोकेट करेंगे फर्स्ट रेट लाइब्रेरी के लिए। जहां तक आपका दूसरा सवाल है, हमने एक मीटिंग कल्चर मिनिस्टर्स की की थी जिसमें यह इश्यू रेज किया गया। सब को इसके इंपोर्टेंस के लिए बताया गया था और उनसे रिक्वेस्ट की गई थी कि अपनी-अपनी स्टेट में एक लाइब्रेरी लेजिस्लेशन बनाइए। 12 स्टेट्स ने तो बनाई है, बाकी स्टेट्स में अभी बनानी रहती है।

श्री जयन्ती लाल बरोट: माननीय मंत्री जी, बताएंगे कि हमारी भारतीय संस्कृति की जो गरिमा है क्या उसको कंप्यूटराइज करके पूरे देश में एक ही स्थान पर एकत्रित करना चाहते हैं?

श्री जगमोहन: जो लाइब्रेरी में बुक्स हैं उसकी जो आर्डिनरी फॉर्मेट है उसके इलेक्ट्रोनिक फॉर्मेट में कंवर्ट करने का प्रोग्राम जैसे मैं बता चुका हूं हम 80 परसेंट टेंथ फाइव इयर प्लान में करेंगे।

Modernisation of airports

*123. SHRI ASHWANI KUMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the new developments and modernisation at various airports in the country are proceeding as per schedule; if so, the details thereof;

(b) whether Government have finalised a regulatory and legal framework for airports management and development consistent with the future needs of the country; and

(c) whether any particular country's experience has been taken as a model framework for modernisation and upgradation of airport infrastructure in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDY): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) Airports Authority of India has undertaken/completed a number of schemes for upgradation of the infrastructure facilities at various airports. The work relating to installation of Electronics Systems for safety, security and facilitation such as, Fire Alarm System, Public Announcement System, Telephone Exchanges , Surveillance Closed Circuit Television, Metal Detectors, X-Ray Baggage Inspection Systems and Integrated Cargo Systems have been taken up to modernise the airports at Delhi, Mumbai, Chennai, Kolkata and Thiruvananthapuram. Major Works such as extension and resurfacing of runway at Hyderabad, Bhavnagar, Trivandrum, Mumbai, Jaipur, Chennai, Varanasi and Kolkata, Construction of new Departure Block at Ahmedabad, and new Terminal Complex at Bhuj and Amritsar airports, development of Visakhapatnam airport, procurement and installation of Radar simulator at Allahabad airport, Automatic flight inspection system for calibration of Aircraft etc. are as per Schedule. Similar major works based on the need of the airports at Gaya, Porbandar, Kangra, Pathankot, Khajuraho, Imphal, Agartala and Lucknow are slightly time overrun due to incidents such as transporters strike, non-diversion of existing road by State Government, shifting of Indian Oil pipelines, delay in the arrival of constructing materials, cable, etc.

(b) The Airports Authority of Indian (Amendment) Bill, 2003 passed by Lok Sabha will pave the way for development of airport infrastructure consistent with the future needs of the country through public-private partnership. At present, there exists a regulatory framework for safety and security of Indian airports.

(c) No, Sir. The development of metro, non-metro airports and other airports are primarily based on the requirements at individual airports.

SHRI ASHWANI KUMAR: Mr. Chairman, Sir, I wish the hon. Minister had minutely seen the question. In para (a) the details sought are with respect to the delay in the schedule of construction. The delay is admitted, at least, in so far as it concerns some of the domestic airports. But no details of the extent of time overrun have been given. Sir, my information and understading is that even with respect to the major works at Trivandrum, Bhavnagar, Hyderabad, Chennai and Mumbai, there are delays. I wish the hon. Minister had pointed out what were the orginal time schedules and what are the current time schedules.

With respect to part (b), the question that was put was: What is the regulatory or legal framework? The answer given is that the Airports Authority of India (Amendmant) Bill, 2003 had been passed. Now, the Minister knows that the Airports Authority of India is only a facilitator. It is an agency. That Bill does not provide the legal and regulatory framework, and because you are going in for BOO and BOT models of contract, they are required to be effectuated in a specific regulatory framework. I wanted to know from the hon. Minister-I have not got the answer - whether some corresponding facilitating amendments in the existing regulatory and legal regime have been effectuated. Likewise, as far as the upgradation of airports is concerned, the answer is , "No, every airport is to be taken up according to its own individual needs". That is true. But is it true or not that the Ministry has sent a number of delegations to Hong Kong, France and UK to study the model of airport developments? If so, which model has been preferred?

SHRI RAJIV PRATAP RUDI: Sir, the first issue was regarding non-completion of projects. If the House so desires, I can mention the projects. If the House so desires, I can mention the projects which are not on schedule. If the hon. Chairman so desires, I can place it on the Table of the House or I can read it out.

SHRI ASHWANI KUMAR: You can give it to us later on.

श्री सभापति: टेबल पर रखने की जरूरत नहीं है। आप माननीय सदस्य को बता दीजिए।

SHRI RAJIV PRATAP RUDI: Sir, I can furnish that information, I admit that there are certain projects which are not on schedule. We are

trying to monitor them so that they can be completed on schedule. I have a list of projects which are on schedule, which I can furnish to the House.

The hon. Member's second question was about regulatory and legal framework. It is my privilege to inform the House that the Airports Authority of India (Amendment) Bill was passed yesterday. This Bill has a regulatory framework as far as security matters are concerned. Sir, the particular activity which the hon. Member has mentioned about regulatory mechanism, had been incorporated in the Bill and the Government would surely work on that.

The third aspect relates to upgradation of airport infrastructure in the country. The Government is very much concerned about it and especially after the passing of the Bill we are of the view that the Government shall strive to see that all airports in the country are improved.

SHRI ASHWANI KUMAR: As the hon. Minister has so graciously offered to give us the details of the projects which are not on schedule, I will not detain the House on that anymore. My question is about the BOO and BOT model of contractual framework which is widely reported to have been accepted by the Ministry. Has it been effectuated through corresponding amendments? It has nothing to do with the Airports Authority of India Act. I am repeating it. Let the House know whether the facilitating or necessary amendments in a number of regulatory and legal laws have been effectuated or not. If you do not have the answer now, you can give it to us later. But that is needed. I repeat my last question. Are you going to accept the broad framework of airport development as in Hong Kong, France and UK which has been widely reported?

SHRI RAJIV PRATAP RUDI: So far as his question about BOT norms is concerned, Sir, I will furnish the details to him because the details are not readily available with me. The hon. Member was talking about teams which had visited other countries and seen the construction of major world-class airports. I would like to assure the House that the Government has taken that into account and the Government is proposing to construct world-class airports which possibly would be better than what has been seen and proposed. I would like to assure

the House that we are aware of the concepts which have been taken from these world-class airprots. We have promised, the Finance Minister in his speech had promised, creation of world-class airports at Mumbai and Delhi. The process is under way. I would like to assure the House that the rest of the airports in the country willl also be developed in the same way.

SHRI S.R. BOMMAI: Sir, the Belgaum and the Hubli airports in Karnataka have been in use for the last 20 years. Both these airports need certain improvements. Now, for the last two years these two airports are out of use and no plane is landing there. Will the Government do necessary improvements so that planes can land there?

SHRI RAJIV PRATAP RUDI: About the two mentioned airports, I do not know the exact status of the airports. But as far as the aircraft flying into the airports is concerned, at the moment, we cannot assure the House that flights will land there because we have limitations of sending flights there. But the private airlines are free to take their aircraft there. So, if they want to do, we will have no objection at all.

SHRI N.K. PREMACHANDRAN: Sir, the Trivandrum airport was declared as an international airport in the year 1991. But, so far, it has not got the standard of world-class or, to say, the international standard. Even the flooring of that airport is simple mosaic. I should say, the condition of that airport is the worst in the world. Also, Sir, there is a proposal for construction of a new terminal at the Trivandrum airport. My supplementary to the hon. Minister is whether the terminal construction will be completed as per the schedule, whether the defects in the Airports would be rectified, and whether the airport will be upgraded to the international standard.

SHRI RAJIV PRATAP RUDI: Sir, the Government does have plans of upgrading the Trivandrum airport to the international standard, and we have major projects before us for improvement of standards at that airport. I can furnish the details to the hon. Member.

एच॰डी॰एफ॰सी॰ में दावा न की गई राशि

*124. श्री दत्ता मेघे: क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या 2002-2003 में हाउसिंग डेवलपमेंट कॉरपोरेशन फाइनेंस में 75.86 करोड़